

# ARMY AND NAVY CHRONICLE.

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## Foreign Miscellany.

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VOYAGE OF THE ASTROLABE.

The following account of some of the recent proceedings of the French scientific expedition, with whose movements we have from time to time kept our readers acquainted, is extracted from a report dated Amboyna, addressed to the Minister of Marine, by Captain Dumont d'Urville, commander of the expedition.

On quitting Tahiti (Otaheite) on the 10th of September, we reconnoitred all the islands belonging to that archipelago—even Mopelia and Scilly. These islands had been visited by no one since Cook; and a too great reliance in the positions, very incorrectly laid down, of that navigator, nearly occasioned me the loss of both vessels, amid the perilous breakers of Mopelia. A rapid course, then, carried us to the Samoa Isles, (formerly the Navigator's Islands.) We stretched along these fertile and smiling countries, in their whole extent, following the line of the coast, at a distance of not more than two or three miles. We anchored in the little port of Apia, a safe and commodious harbor on the north coast of Opoulon, (La Peyrouse's island of Oyolova.) During the six days of our stay in this harbor, our relations with the natives were invariably friendly—but for the incident of a rogue having, on one occasion, plundered one of our youngsters, who had engaged him as a guide. The display of our armed force on the beach, however, immediately caused the restoration of all the articles stolen—in addition to which, the tribe of the culprit presented us with a dozen young pigs. Here we had the consolation of learning, with almost certainty, that the disaster to the expedition of La Peyrouse at Mazuna was purely accidental. The bodies of those Frenchmen who perished were buried—not eaten, as had long been supposed—the natives of Samoa never having been cannibals. Two or three of our countrymen who recovered from their wounds, were well treated by the savages, and lived on these islands for various lengths of time. We passed thence to Vavo, now completely submissive to the government of the Methodist missionaries; and from Vavo to the Hapal islands, nearly the whole of which we examined, steering through channels and amid shoals never hitherto explored.

From this point, labors more important and dangerous awaited us. I carried the two corvettes into the famous archipelago of the Viti islands, and at La-quemba I took on board as interpreter a chief of Tonga Taboru, named Latshika, belonging to the principal family of Tonga, and possessing great influence throughout the island. I questioned Latshika as to the unfortunate affair of Bureau, and found that he had been intimately acquainted with that captain, of whose tragic fate he gave me the most positive particulars. His assassin was Nakalassé, a most powerful and formidable chief of the island of Piva, and dependent on the capital, Pao, on the island of Viti-Lepou. He had been loaded with favors and presents by Bureau, and was impelled by cupidity alone to the commission of that atrocious act of perfidy. I strongly felt that the honor of our flag demanded the chastisement of this criminal; but the certainty that Piva was surrounded by perilous shoals made the enterprise difficult. I was hesitating, therefore, as to whether or not I should venture to hazard the safety of the mission for this object, when Latshika added that Nakalassé, who had become the terror of all the neighboring chiefs, proud of the cannon and muskets and powder which he had found

in the brig Josephine, arrogantly boasted that he ardently desired the arrival of a French ship of war, that he might try his strength with it. His insolence would have been unbounded, had his punishment been omitted; and his example might have seduced other chiefs to acts of a similar nature. I therefore led the corvettes through the shoals of Piva; and at noon on the 16th of October, after having more than once grazed their sides against the coral rocks, they were anchored at about two miles distance from Nakalassé's fort.

I immediately despatched an officer with Latshika to the *Aborni valou*, (a title which corresponds to that of chief or emperor,) to demand that Nakalassé should be given up, and to inform him that, in failure of compliance, Piva should be fired on the following day. This great personage, named Tanao, an old man of seventy, with a long beard, received my envoys with great distinction, protesting his attachment for our nation, and his horror of Nakalassé's crime. But he dreaded his powerful vassal, who had once already driven him from his throne, and forced him to seek an asylum in the neighboring islands. In the heart of his own capital, at Payo, there was a considerable party who were secret favorers of Nakalassé. Tanao was therefore compelled to avow his inability to deliver up the culprit, or even openly take part with us against him. But he assured us that he would very gladly see our forces directed against that chief; that far from protecting him, should he seek shelter on his territory, he would immediately put him to death and eat him—although Nakalassé was the husband of Tanao's own niece. Nakalassé, on his part, having heard of our intentions, declared his intention to await us in his fort of Piva, and to bury himself beneath its ruins, rather than evacuate it.

On the day following, at five in the morning, the boats of the two corvettes landed fifty armed men on the rocks of Piva, under the command of *lieutenant-de-vaisseau* Dubouzet—to whom had joined themselves as volunteers, all the officers of the two ships. The moment Nakalassé saw the French land on his island, his natural pride and ferocity gave way to the utmost apprehension. Our men found the place completely abandoned, and the houses shut. The village was instantly consigned to the flames. The palace of Nakalassé, its master's pride and palladium, (and really a very handsome edifice for these countries,) was speedily a heap of ruins and ashes. This, which was the work of not more than two hours, being accomplished, Lieut. Dubouzet and his comrades returned on board. Although the triumph was easier than I expected, I was very glad to have met with no resistance, and been under no necessity of occasioning the death of any one—even of Nakalassé. I was assured by Latshika, and by Tanao himself, that the chief was now a lost man—that this affair was more fatal to him than if he had fallen, with his warriors, bravely defending themselves.

The fate which certainly awaited him henceforth was to be tracked, taken, and finally roasted and devoured, with all his followers—inasmuch as a religious prejudice forbade the rebuilding of his village upon Piva; and every where else he would be within the power of his enemies. Be this as it may, for the purpose of completing our work, and in compliance with the request of Tanao, we went in the afternoon, with full military parade, to Pao, the abode of the Abouni valou, who received me in the great square of the place, in all the pomp of Viti, at the head of the old men of his nation, gravely seated in a double row, with their clubs in their hands—whilst a considerable crowd, grouped around, looked on in silence.

When we had all taken our places, I desired Latshika to explain to Tanao that our ships were not designed to carry war against the people of Oceania; but that having, on my way, heard of Nakalassé's crime, and of his boasts against the French, I had thought it my duty to punish him; that his crime was the more odious, inasmuch as he had received no provocation from Capt. Bureau; that for these reasons it was that I had destroyed Piva; and that a similar fate awaited any chief who should insult a French ship without cause; that the punishment might be tardy, because of the distance, but would be inevitable; that as for him, (Tanao,) and his people of Pao, we looked upon them as friends, and that I hoped a good understanding would always be maintained between them and the French. This speech, which it might have taken me some five or six minutes to deliver, slowly and gravely, was taken up by the eloquent Latshika, who converted it into a veritable harangue, that lasted upwards of three quarters of an hour—pronounced with an emphasis, dignity, and confidence that surprised us all, and seemed to make a deep impression on the chiefs and people of Pao. At intervals the orator paused, as if to note the effect of his words; and then the principal chiefs responded gravely by the single word *saga*, or *binaka*—it is just—it is good. A few rounds of musketry gained us great applause; and then Tanao caused refreshments to be brought for all his guests. He dined with me on board, where I made him some presents, and also to Latshika, who had behaved excellently in this affair. The news spread quickly through the islands of the archipelago, and we were every where preceded by the reputation of men who had conquered and ruined Nakalassé, the scourge and terror of the isles. At Conception, also, I was enabled to repair the insulted authority of some of our captains; and to this may be added, that our laborious explorations, the numerous plans of ports which will be the fruit of this expedition, and the valuable information which we are in a condition to give, will afford new resources to the ships of our nation, already summoned by speculations of many kinds to traverse Oceania, after the example of the English and Americans. We had some difficulty in extricating ourselves from the shoals of Piva; after which we traversed the entire archipelago of Viti—having anchored at Liboaka, on the island of Ovalavu, and at Bona, on the large island Vanoue-Lebou. The weather was as fine as we could desire for the execution of these perilous explorations.

**ON STEAM VESSELS—By a Naval Officer.**—The propositions of your correspondent 'Patriot,' upon the subject of preparing merchant steam vessels for the purposes of war, may arrest the attention of Government, as it is a source of wonderment to many that so important a matter as the contemplated change in naval warfare has not before this been fully investigated.

The fighting capabilities of steam and sailing vessels have not, by comparison, been experimentally determined; and it is hardly necessary to observe there are various and conflicting opinions upon the subject of their respective war qualification. But as professional men of acknowledged ability and enterprise are inclined to a belief that vessels propelled by steam or other power independent of winds will, in a great degree, if not wholly, supersede sailing vessels of war; and though they are not united in opinion as to the best mode of construction, form, and dimensions as to render such craft effective, suppose, for the admission of the following remarks, the superiority of steam vessels to be established.

If, in the consideration of methods to provide the most efficient class of steam vessels, it were simply a question of speed and capacity, large vessels of suitable scantling would be preferred to small. But

it is a subject which should be considered in connection with the mode of arming and employing the projectiles that have been lately introduced on ship-board.

If the shell practice alluded to be brought to perfection, and there appears no reason to suppose it unattainable, vessels of the most solid fabric cannot then possibly insure its effect; a few shells, simply charged with powder, of eight or ten inches in diameter, would make sad havoc between the decks of a large ship, and if thrown in so as to burst near her water line, might produce terrific consequences; springing, as it were, so many mines, would shake and open her frame to an extent that would, in all probability, preclude the possibility of repairing the mischief in time to prevent the ship from sinking.

Hulls of huge dimensions and strength of scantling, if the preceding view of the matter be correct, afford no security against *live* shells; on the contrary, there is a better chance of a shell proving mischievous by bursting after being deeply lodged in the side of a large ship, than passing through a smaller vessel of lighter build.

A lofty steamship, armed upon her broadside, must, to bring her battery to bear, expose the whole length of her hull, and must also, to use her comparatively light guns with effect, take a distance within the scope of imminent danger to her crew and machinery. But a vessel of smaller size, capable of carrying only two heavy *long ranging* pieces, one at each extremity, would, when using her bow or stern gun, expose merely a small portion of a comparatively small hull; and if she be pursued by a large steam vessel, she would fight upon advantageous terms, as the bow and stern of each vessel would probably be similarly armed, but the smaller vessel would have a larger object to fire at, with a consequent better chance of hitting, and if she lodged a shell in the bow of her pursuer, it would, in all likelihood, prove a stopper.

The inference is, that a large steamship may not prove so formidable an opponent either to sailing vessels or small steamers, as apprehended; but a steam vessel of suitable dimensions to admit of being formidably armed for *distant practice*, and constructed with a view to expose *as little as possible*, having due regard to the effective movements of paddles and machinery, would, for the business of fight, be, in sporting phraseology, an ugly customer.—*English paper.*

**THE ARCHIMEDES STEAMER.**—A good deal is said in the English papers relative to this steamer, which is an experimental craft, propelled by screws instead of paddle-wheels. The experiments seem to show an advantage in favor of the screw.

April 23. On this day Capt. Chappell, R. N., and Mr. Lloyd, engineer, from H. M. dock yard at Woolwich, commenced the superintendence of the trials, having been sent down specially by the Lords Commissioners of the Admiralty to report thereon.

A. M. 8 45, left Dover roads with H. M. S. Widgion—moderate breezes, wind E. by N.—rate 8½ knots—for Dungeness light, distance 19 nautical miles. Widgion first by 5 m. 30 s.

In returning, against a head wind—rate 8 and 7½—strokes 26 per minute—Widgion beat by exactly 10 minutes. No sail set this day.

Widgion is the fastest of the Dover packets, her engines being 90 horse power; her power is thus 10 horses greater than the Archimedes, while her tonnage is 80 tons less. Most of the Dover packets are 70 horse power; they are, on an average, about 90 tons smaller, draw 4½ feet less water, and are not so broad by 5 feet.

During the whole of these trials the sea has been perfectly smooth, and no opportunity has hitherto occurred of displaying the peculiar advantages of the screw over the paddle-wheels in a rough sea and a strong wind.

Since the above was written, in a run to Calais,



in a dead calm, Widgeon beat Archimedes by only 3½ minutes in going, and 4 minutes in returning. Time in going over, 2 h. 9 m. Returning, 2 h. 11 m.

The French Government steamer *La Poste* was beaten on this occasion 25 minutes. She is about 135 tons, and her engines of 50 horse power.

On the 1st of May the Widgeon and Archimedes started together for Calais, with a fresh breeze, both carrying sail and steaming. Archimedes performed the distance to Calais roads at 2 h. 1 m., beating Widgeon by 9 minutes. In returning to Dover, she beat the Widgeon by 5 minutes, making the distance in 1 h. 53 m.—the fastest passage ever made between France and England, by 14 minutes.

*Extract of a letter from an officer of the Royal Navy on board the Archimedes:*

DEVONPORT, Tuesday, May 26, 1840.—All our arrangements being completed, at noon this day the following persons came on board, viz: Sir Graham Moore, Admiral Commander-in-Chief; Rear-Admiral Sir Frederick Warren, second in command; General Ellice, Military Commander-in-Chief; Sir George Hoate, commanding engineers; Capt. Bernard, R. N., H. M. S. Cambridge; Capt. Maunsell, R. N., H. M. S. Inconstant; Capt. Wise, R. N.; Capt. Chappell, R. N.; Commander Knox, H. M. S. Rodney; Commander Dunn, R. N.; Commander Scott, R. N.; Mr. Anderson, master attendant; Mr. Walker, harbor master; and a number of other naval, military, and dock yard officers.

Blowing a fresh gale at west, with a heavy sea. Archimedes steamed head to wind to the Ram Head—speed about 6½ knots per hour. We then set sails, reefed, and went 9 knots per hour, running out close hauled towards the Eddystone. After a while we disconnected the screw propeller, and went under sails alone, 7 knots, with a heavy cross sea. The forethroat tye-chain broke, and the gad came down by the run, but the ship, to the surprise and admiration of all present, tacked without her foresail. We then connected the propeller, set the foresail again, and furlled the mainsail, running in again free at a speed of ten knots; the admiral's yacht, with all sail, running free also, but dropping astern. Arriving in Plymouth sound, the engine was stopped and reversed, when the ship ran astern five or six knots. Proceeding on again, we steamed up Hanoaze, without sails, and ran round the San Josef twice, and in and out among the hulks like a jolly boat, in a manner which elicited general applause. The naval officers, and indeed all on board, were delighted.

ARCHIMEDEAN STEAM SCREW.—The gentlemen interested in this great and novel principle in steam navigation invited their friends to accompany them yesterday from Blackwall to Gravesend, on board their beautiful vessel the Archimedes, in order that they might have an opportunity of witnessing the success of Mr. Smith's invention. The commander of the Archimedes, after making a little display of her capabilities off the Brunswick wharf, received his company on board, and at once started in the finest style conceivable towards Gravesend, but with the tide and wind against him. From the position of the propeller, the vessel causes but little swell. The fact is, she causes no more than a sailing vessel would do going at the same speed, the only trifling disturbance of the water being at the bow. The action of the steamer was throughout most perfect, and called forth expressions of admiration from every one on board. The advantage she possesses over the ordinary vessels of the same class, the paddle-wheels of which, from their situation, never acquire the necessary resistance, and one or the other of which, in an agitated sea, is constantly out of the water altogether, needs no illustration. The screw at the stern being ever under water, throws not away its labors, nor is it exposed to external injury, like the great unsightly

paddle-wheels of the common steam vessel—a circumstance which, combined with other important considerations, leads to the conclusion that it must completely supersede them. In a naval action the screw is not by any possibility to be got at by the enemy, whereas the old-fashioned exposed paddle might be knocked to atoms the very first shot. An example was also given of the facility with which the vessel puts about. No play whatever was required for the purpose. The movement was effected as it were upon a pivot. Two eminent Parsee ship-builders were among the guests, and they seemed to take a deep interest in all that passed.

IMPROVEMENTS IN STEAM NAVIGATION.—We have examined an invention of Messrs. Ruthven, for propelling vessels without paddle wheels, on the principle of hydrostatics, which appears of very great importance, and will certainly form a new era in steam power. We believe patents have been obtained for it. Although the arrangements are simple, it may be difficult to describe them without having been seen; but it may be observed, that the vessel being relieved of the necessary great increase of breadth by the paddle-boxes, must be much better adapted for sailing, for entering harbors, docks, navigable canals, rivers, &c. It is also rendered less hazardous in stormy weather—the rolling and pitching of the vessel make the paddle wheels convey a reaction on the engine and machinery, which is most destructive to its parts, and requires all to be made with a great increase of strength to sustain it as far as possible. The paddle-wheels, indeed, may be considered as the principal cause of expense in steam vessels, besides their immense waste of the power given by the engine. There are many other disadvantages attending the paddle-wheels, such as their irregular force producing a vibration and shaking over the vessel; the power being equally applied to both wheels, prevents the vessel steering in certain cases; in backing the vessel, the engine requires to be brought nearly to a state of rest before it can be reversed; and the damage or loss of a paddle-wheel may render the vessel unmanageable.

By propelling on the principle and arrangements for which the patents have been obtained, the vessel is again restored to her form of hull and sailing properties, and admitted into any dock or harbor as any other vessel. In stormy weather it is not only more safe, but possesses advantages which may be stated a little in detail. There is no machinery outside the vessel, and no reaction can be conveyed to the engine inside; the power of the engine is rendered more effective, and calculated to exceed the speed of the paddle-wheel to a great extent; there is no vibration of the vessel, being propelled by a uniform constant force; it can be steered in any direction, retained in any position, turned or backed, without any alteration of the engine—in fact, the vessel may be going forward, backward, or round without those in attendance at the engine knowing it; any power, more or less, may be given to either side of the vessel, without any connection with the engine—an object that has probably never before been obtained. The vessel is also to a certain extent independent of the helm; that is, although the rudder was unshipped, she could be navigated without it. The sailing of the vessel is thus left to the entire control of the commander and seamen, while the engine only has to be attended by the engineer. We may add, that we are informed all the steam vessels at present constructed can be altered without changing their engines, or incurring an objectionable expense.—*Edinburgh Courant.*

NEW MODE OF PROPELING VESSELS.—An ingenious mechanic, residing at Grahamstone, has been for a long period engaged in constructing a small vessel to be propelled by means of pressure pumps—the application of a principle quite new to the masters of

this science. On Monday evening the boat was launched into the Forth and Clyde canal, at Bainsford-bridge, and proceeded beautifully along the reach at a rate of not less than fifteen miles per hour, conducted alone by the inventor, who worked the pumps. He has no doubt that it will, at no distant era, entirely supersede the present mode of propulsion by means of paddle-wheels.—*Edinburgh Observer*.

**BRITISH NAVAL ARCHITECTURE.**—Captain Hendry, of the Royal Navy, having submitted to the Admiralty drafts of several ships of war upon principles in many respects opposed to those of the present Surveyor of the Navy, that board has so far admitted of the justice of his pretensions, as to give him permission to build a sloop of war of four hundred tons. Now, much as we admire this act of liberality on the part of the Admiralty, by affording to a talented officer a fair opportunity of putting his principles and experience to the test, we cannot but express our surprise and regret that the captain should have submitted, and the Admiralty selected, the draft of a sloop of war of dimensions that ought long ago to have been known only by name in the British navy. We had hoped that the dearbought experience of the American war—bought at the price of British valor, blood, and fame—would ere this have convinced the Admiralty, not only of the folly but the positive cruelty of again jeopardizing the honor of the British flag, and exposing British sailors to the ignoble disasters of that eventful era, by sending them to sea in ships altogether so inferior in size and armament. Not only, however, is past experience perfectly nugatory, but the examples of foreign powers equally disregarded; for both France and Russia, encouraged by the successes of the Americans, have long since followed, and in many instances exceeded them, in building ships of superior force, especially heavy 60-gun frigates, a class of ships in which we are most miserably deficient. These are facts well known to every Englishman who takes an interest in naval matters, and have been urged over and over again upon the consideration of the Admiralty, but up to the present moment to very little purpose. How truly it was remarked lately by a foreigner, on inspecting one of our jackass frigates in the Mediterranean, "that it was a most extraordinary thing to his mind that whilst English sailors were always foremost in the fight, English ship-builders were always the last in improvement." What better proof could we have of the justice of this remark, than that large as our navy is and has been, there is no instance on record where an English man-of-war has been adopted as a model by a foreign builder. While, on the other hand, there are dozens of ships in the service which have been built upon the lines of ships belonging to almost every maritime power in Europe.—*Hunts Independent*.

**LAUNCH OF A FRENCH SHIP OF WAR.**—The following account of the launch of the largest ship in the French navy, is from a correspondent of a London paper.

A correspondent at Cherbourg gives the following details of the launch of the *Friedland*, on the 4th inst., which we have already mentioned:

"At eight in the morning, the Curé of Cherbourg performed the ceremony of baptizing the ship, and with the rest of the clergy of the town walked in procession round her. Booths were erected on each side for the accommodation of ladies, who came in great numbers from all parts to view this imposing sight, and all of whom were in their best attire. The Maritime Prefect was present, with the whole of his staff, and assisted in the operations, which were ably conducted by M. Besuchet, the Marine engineer, under the order of M. Lefebvre, director general of ship building. Not even when the King came to Cherbourg in 1838 was there such an immense influx of

visitors. Upwards of 20,000 people surrounded the outer port. Four steamers arrived early in the morning from Havre, filled with passengers, many of whom came from Paris. The spectacle is described as having been very majestic. The following are the dimensions of this vessel, the largest in the French navy:—Length from stem to stern, 67.3 metres [205 feet]; depth of hold, 13.615 metres [44½ feet]; breadth of beam, 13.46 metres; entire length of mainmast, 51.19 metres [247½ feet]; of the foremast, 74.79 metres; of the mizen mast, 27.37 metres; and of the bowsprit, 59.73 metres. She contains 38,000 cubic metres of timber, which, at 90 kilogrammes the cubic metre, makes a total of 3,420,000 kilogrammes. She will carry 32 long 30-pounders, 30 short 30-pounders, four 80-pound shell-guns, thirty-four 30-pound shell-guns, sixteen 30-pound carronades, and four 30-pound howitzers. Her magazine will be stored with 8,860 balls of 30 pounds each, and 32,800 kilogrammes of gunpowder. She will have six cables of 37 centimetres circumference, and ten anchors weighing together 34,000 kilogrammes. The aggregate weight of her rigging and ropes will be 124,000 kilogrammes. In her construction there are 67,000 kilogrammes of iron, and 28,000 kilogrammes of copper. For her sheathing there will be required 2,525 sheets, weighing 15,412 kilogrammes, and in nails 2,840 kilogrammes. For her ballast she will require 700 tons of iron in pigs. When completely manned, stored, and provisioned for war, she will have an actual burthen of 5,200 tons of 1,000 kilogrammes each. Her complement when upon the war establishment will be 1,087 men, and on the peace establishment 851 men, including 21 officers and 13 naval pupils.

Two vessels of the Royal Yacht Club were at Cherbourg when the *Friedland* was launched. They were the *Owen Glendower*, with the owner, Lord Dysart, on board; and the *St. Margaret* of Mr. Delme. The former saluted the port with 13 guns, and the batteries returned the salute.

The *Jemmapes* of 100 guns was launched at L'Orient on the 2d instant, without the slightest accident, in the presence of an immense concourse of spectators.

**LARGE CASTING OF BRASS GUNS AT WOOLWICH.**—On Tuesday last the foundry finished, and placed in their proper places, all the moulds to be used in the large casting of 16 tons of brass, about to take place at the Royal Arsenal at Woolwich. On Thursday they commenced filling the furnace with old and new metal. Amongst the old pieces of ordnance to be used in this casting, is one of the guns recently raised from the Royal George, nine feet six inches in length, six inches in diameter of bore, and weighing 51 cwt. 2 qrs. and 20 lbs.; and the value of it as old brass, at the rate 80*l.* per ton, the sum realized for the last metal sold, is about 206*l.* This gun was cast at the same foundry in 1742, by A. Schlach, a Dutchman, the first founder employed at Woolwich, and it still appears in good condition, with all the original inscriptions and the maker's name and date quite perfect upon it, although it has remained a period of 56 years under water. This casting will be a magnificent spectacle, and will be completed in 14 hours from the time the fire is lighted. The value of the brass used on this occasion will be 1,280*l.*, and it is expected her Majesty, along with Prince Albert and a large court retinue, will be present if circumstances do not occur to prevent them. The day at present fixed for this casting is the 5th of next month, the first Friday in June, and fortunate will those persons be who have influence to obtain a sight of the molten sea of brass previous to its being run into the moulds. It is twenty-five years since a casting, exceeding four or five tons of metal, has taken place in the Royal Arsenal, and even these have been of rare occurrence since the conclusion of the last war.—*United Service Gazette*.



**INTENDED ALTERATION OF THE SMALL FIRE-ARMS OF THE ROYAL ARTILLERY.**—Two gunners and drivers of the battering train of the Royal Artillery were ordered to proceed from Woolwich garrison to the ordnance office in Pall Mall, the one armed with a gun of the same description as those of the soldiers of foot regiments, and with the cross belts and accoutrements as at present used by the Foot Artillery; and the other with a carbine similar to those used by regiments of light horsemen. The men having gone through the different exercises, according to carbine and musket practice, the Master General, Sir Hussey Vivian, was so pleased with the carbine that he decided upon that description of fire arms being universally adopted in the Royal Artillery, and they will in future be issued instead of the musket, until the whole of this corps are supplied with them. In consequence of this alteration the cross belts, or those supported on the shoulders, will be discontinued, and the Master General has approved of the pouch, being supported and made to move backwards and forwards on the frog belt, as it is termed. This belt is fastened round the middle, and is at present used in the battering train department. The intended alteration appears to be hailed with great satisfaction by the men, as it will relieve them of a great weight when on guard, and must prove a valuable acquisition in the event of a war, as a carbine may be carried to the field of battle and be made available as a weapon of defence when muskets could not be used by those having to perform the arduous duties of an artilleryman. Applications were made at the Tower of London on Thursday, to ascertain if there were 7,000 carbines in that depot for military stores, and if there be that number ready for use, they will be issued immediately to the troops at head quarters at Woolwich, and to those at the other stations at home and abroad on the first opportunity.

**NEW PATTERN SWORD FOR THE ROYAL ARTILLERY.**—A portion of this singularly constructed sword, being very short, and having its back notched like a saw, was served out to the detachment which left Woolwich some time ago for China. On Wednesday last they were served out to the field batteries in place of the old cavalry pattern. If the sword exercise is to be discontinued in the Royal Artillery, which it is probable will be the case, as the new pattern is too short to be of any use as a weapon either for attack or defence, it will relieve the men from an arduous task, the acquirement of that branch of their present duties. The best judges of the necessary arms for attack and self-defence are the men themselves who are exposed to danger, and who know from practical experience, and the difficulties they have to encounter, what description of weapons would suit them best, and they maintain, without exception, that a pair of pistols would actually answer their purpose, and prove of twenty times greater service than the cavalry sword. The present handsome dress of the artillery would look well if a pair of pistols were appended, one on the left breast, and the other on a belt round the body, similar to the manner in which pistols are worn by persons dressed in the Highland costume. This would give the men quite a martial appearance, and create confidence in their resources, and strike terror in their enemies.—*London paper.*

An ingenious and interesting treatise upon the "Cavalry Sword Exercise" has just issued from the press, and been published by Messrs. W. Clowes & Sons, Charing Cross. This unpretending but instructive little volume is from the pen of Colonel Greenwood, late of the 2d Life Guards, and abounds in suggestions, the adoption of which appear to us to be excellently calculated to improve an important part of our present system of cavalry drill, as well as to lighten the labors of the regimental adjutant and his subordinate assistants. We therefore conceive that we

are conferring a benefit upon the branch of the service to which Colonel Greenwood belonged, by recommending his book to the favorable notice of his brother cavalry officers, to whom it cannot fail to prove practically useful. The work is appropriately dedicated to Lord Hill, who, we have good reason for believing, entertains a high opinion of its merits.—*United Service Gazette.*

**NEW SWORD EXERCISE.**—It has been for some time past in contemplation to introduce a new system of sword exercise in the cavalry regiments, with several modifications and improvements upon that now in use according to the system of the superintendent of sword exercise to her Majesty's forces. In the new system, the seventh cut and the seventh guard are omitted, both being considered by the board as worse than useless. A great portion of the infantry sword-exercise is still retained by the British cavalry, but it has been recommended to be discontinued. From the great simplicity of the new system, which is exempt from the complicated and useless movements of the old, it is expected that it will be adopted throughout the whole of the cavalry regiments.—*London Herald.*

**TESTING THE STRENGTH OF ANCHORS.**—A very interesting process was commenced in the Woolwich dockyard and completed last week. All the anchors made for the use of the navy, whether constructed in her Majesty's dockyards, or supplied by contract in various parts of the kingdom, are brought to the dockyard at Woolwich, where their strength and consequent safety are ascertained by applying to them the force of a powerful hydraulic pump. This powerful engine consists of six pumps worked by twelve men, acting upon a piston in a large iron tube, having a safety valve, which opens when the pressure applied exceeds 140 tons weight. Eight anchors were tested on this occasion, two from Chatham, weighing 72 cwt. each, suitable for ships of 74 guns; two from Sheerness, two from Portsmouth, and two from Plymouth dockyards. The operation is performed by placing a strong collar made of the best iron, six inches in diameter, round the fluke of the anchor. An iron chain cable, about 30 yards in length, and two and a half inches in diameter, is then attached to the engine and to the anchor; and if the latter resists a strain equal to 51 tons, the test of one of 75 cwt., without its appearing injured, it is considered perfectly safe.

**HOLSTER PISTOLS.**—The new military saddles now to be made for the life guards (blue,) and which are to be immediately served out to the regiments, are made without holster pipes for the pistols, which are to be discontinued throughout the British army. A new carbine is being made for the use of the cavalry, with percussion locks and caps. The improvements are stated to be very great. It is also intended to do away with the grenadier caps worn now by the household cavalry, and steel helmets adopted in their places.—*London Times.*

**RUSSIAN SOLDIERS.**—We obtained some curious information from our guardian about the habits and feelings of the Russian soldiery, though I did not require any additional light to see that a Russian private is the most wretched creature upon earth. His term of service is twenty years; his rations consist of black bread and a little oatmeal; his pay is eleven roubles (ten shillings) a year. His life is one of incessant privation, without one enjoyment. Yet he is good as a soldier; bears his load without repining, like the camel, and dies without a murmur in a ditch, doubly fortunate if he fall in the excitement of battle. The army is the weak point of the Russian government, as well as its strong one. It is as great an object of dread to its master as to its enemies. Ignorance and the secret military police suppress any combined ex-

pression of discontent; the gauntlet and a campaign in the Caucasus restrain partial disorders; but what a mine of danger exists in the agglomeration of so vast a body under the influence of privation and oppression! One spark may suffice to fire the whole: a simple demand, if successful, for an increase of pay to twenty shillings a year, three ounces of meat a day, would almost effect a revolution in Russia; either the army would have to be reduced one half, or taxation be increased by one fourth. No emperor of Russia can ever give himself credit for humanity, or be properly considered other than as a despot, while he keeps a million of his own subjects in the condition of Russian soldiers. No sophistry can palliate this state of things: no arguments are availing to make such an exercise of power fall short of tyranny. People commonly exclaim against the unwarrantable conquests of Russia, her insatiable ambition over neighboring states, but they overlook the condition of Russians as soldiers. The former may be excused: this is unanswerable. England has conquered far and wide, but her soldiers have ever been volunteers, and well paid: the Sultans poured their wild hordes on the fields of Hungary from Africa and Asia, but they appealed to their fanaticism, and led them on by the hope of plunder and paradise: Russia appeals to no passion, flatters no hope, and does not even render her soldiers' existence tolerable.—*Slade's Travels*.

**THE RUSSIAN ARMY.**—The condition of the officers in general has been materially improved in the present reign. In addition to their pay, officers receive table money in the following proportions:—a lieutenant general receives 6,000 roubles a year; a major general 4,000; a colonel 3,000; a lieutenant colonel 2,000, and a major 2,000. After thirty-five years' service, an officer is entitled to half his pay as a pension. The pay of the officers was augmented in 1834, and again in January 1839. The two augmentations have nearly doubled the pay, and the Emperor holds out hopes of a further increase. This will react on the condition of the privates, by better enabling the colonels to resist the temptation of making money by their men. This scandalous practice has been checked by the Emperor making severe examples of the offenders—sending some to Siberia: but it exists on a large scale; and as restriction of corruption in Russia depends on the energy and personal interference of the Emperor, we may fear that colonels will continue to profit by their opportunities. The Emperor does what he can under existing circumstances, to ameliorate the condition of the soldier; but as he can only afford to pay him eleven roubles a year, and feed him on black bread and oatmeal, much cannot be effected, or his existence be otherwise than miserable. He has, however, reduced the length of service. It was for twenty-five years. Now twenty years is the term, and leave of absence is granted with greater facility. At the end of twenty years the soldier is absolutely free: if he returns to his native village, he is allowed to retain his arms and uniform, in order to excite military ardor in the villagers. In a regiment, each company of 110 men is divided into four *artels* (messes.) The men are allowed to work by *artels* on private account. The money thus earned is put into a common fund. Part of this goes to a mess: and each soldier is entitled to receive a certain sum when discharged. The wealth of the fund (independent of considerations about the honesty of the colonel) depends on the time the regiment has existed, and on the quarters it has occupied—whether there has been a demand for labor or not. The share of men who die in service belongs to the funds. When a non-commissioned officer receives his final discharge, the civil rank of officer is offered to him, which places him in the fourteenth class of nobility. Very few accept of it, the position is generally declined, as being incompatible with their previous habits and pursuits. A regiment consists of three battalions of 1,000 men each. Two regiments make a brigade; two brigades

form a division; four divisions constitute a corps d'armée. The Russian military force is divided into four armies, called the first army, the second army, the army of Siberia, and the army of the south. Private's pay, 11 roubles a year; corporal's, 15 roubles ditto; serjeant's, 60 roubles ditto. Each man is allowed 8lbs. (42 English ounces) of bread a day; and 7lbs. of meal a month, to make porridge. The sailors, when at sea, have, in addition to the above rations, 6 ozs. of salt meat, and 2 drams of spirits a day. A sailor has 12 roubles a year pay. When the Emperor passes a corps in review, the men receive that day 6 ozs. of meat and a dram of spirits each. The cost of a Russian soldier, in the empire, is about 2½d. a day. On foreign service, the pay of the army and navy is quadrupled. The army of the Caucasus receives double pay.—*Ibid*.

**RUSSIAN NAVY.**—The seamen of the Russian navy are divided into 43 battalions, called crews, officered and modelled like infantry regiments. The "crew" from No. 1 to No. 27, belong to the Baltic fleet; those from No. 28 to No. 43 belong to the Euxine fleet. A crew, when complete, contains 1032 men. There are, in addition, brigades of marine artillery. Each crew is officered by one captain (colonel,) one second captain (lieut.-colonel,) two captain-lieutenants (majors,) eight first and second lieutenants (captains and lieutenants,) and a proportion of midshipmen. Each "crew" mans one first-rate, or a second-rate and a frigate, or two large frigates. Smaller vessels, as corvettes, brigs, transports, &c., are manned by detachments from the "crews." As the "crews" are regularly trained to infantry service, they can take their place in the line where disembarked without confusion. Russian sailors are in fact marines (Anglice) who go aloft.—*Ibid*.

**A COLONEL OF ENGINEERS.**—Military rank is given indiscriminately in Russia: when the Emperor visited Sevastopol, in 1837, he was much pleased with Mr. Upton, an English engineer employed on the dry dock, and made him a full colonel. He was led to bestow this mark of his satisfaction on Mr. Upton, in consequence of finding out the animus of the hostility against him of some Russian employés at Sevastopol, and which had nearly caused his removal. The latter disliked Mr. Upton, because he had refused to make the regular perquisites of office. Such an example was dangerous. The works at Sevastopol, performed by Mr. Upton, have cost the government one-half less than similar works carried on at the same time by Russian engineers.—*Ibid*.

**RUSSIAN EXPLORING EXPEDITION.**—A late number of the London Foreign Quarterly Review makes known for the first time to English readers, some of the particulars of the Russian Exploring Expedition to the northern Arctic ocean. It was conducted by land—that is by land conveyances, sledges and dogs, over the ice, and often a considerable distance from the shore, under the charge of Lieutenant Van Wrangel, and occupied nearly five years, amidst the severest hardships. The sufferings of the party from the cold, even in the mild season, were very distressing. As a sign of the severity of the cold, it is stated that in one of their night encampments, muffled up and protected by extra clothing and furs, ice was formed between their stockings on their feet, from the vapor thrown off by their skin; chronometers were useless, the drop of oil within the works could not be kept fluid by any precaution, in a temperature often 40 degrees below the zero of Reaumur. The zero of Reaumur is the freezing point or 32 of Fahrenheit—but each degree of Reaumur is equal to 2½ of Fahrenheit, so that 40 degrees below the freezing point of Reaumur is 58 degrees below the zero of Fahrenheit.

The result of the expedition may be generally stated as having traced the boundaries of Asia in their highest northern latitude, and connecting with the



English discoveries and examination, as demonstrating a continuous sea or expanse of water, of indefinite extent, bounding the continents on the north and entirely round the world. The problem remaining to be solved is, whether there be in still higher northern latitudes, beyond the belt of ice which skirts this coast, a Polar continent or large body of land. It has been found in all latitudes, that beyond a comparatively small distance from the coast, the Polar sea is always open and free of ice. This distance rarely exceeds sixteen English miles, and the concurrent reports of the natives of these frozen regions, of different tribes in the high Siberian, as well as in the American latitudes, lead to the impression that there is land, and inhabited land, not many miles across this water, and around the poles of the earth!

One of the natural curiosities which this region has presented to every traveller, is particularly noticed in the accounts of Van Wrangell's expedition. It is the prodigious quantity of the bones of the mammoth which are found. The farther north, the greater is the quantity, and some of the Asiatic Arctic Islands are found to be composed of little more than a mass of mammoth bones. For eighty years Siberian traders have been conveying them away by ship loads, and they are still apparently undiminished. The like phenomenon of the existence in this inhospitable clime, of immense multitudes of these herbivorous, warm blooded animals, appears along the whole northern coast of Asia and America, and affords scope for a great deal of scientific speculation upon the natural history of the earth, and the most curious branches of geology.

**ANTARCTIC EXPEDITION.**—Mr. Enderby has fitted out an expedition for the purpose of exploring the Antarctic regions. France and the United States have recently sent out ships of discovery to the same latitudes; and it is believed that Capt. D'Urville, the commander of the French expedition, has discovered an island to the southward of Van Diemen's Land. The expedition, of which Mr. Enderby is the promoter, will entail no expense on the English Government, while it will carry out all the views which Government entertained when Captain Ross was sent out. The officer to whom Mr. Enderby's expedition has been intrusted is Captain Mapleton, a fellow-voyager with Captain Ross.—*London Times*.

**THE DANISH CORVETTE FLORA.**—A fine corvette, under this name, belonging to the navy of the King of Denmark, and commanded by Captain Paludan, arrived at this port on Monday, from Copenhagen, and anchored in the Sloyne. In addition to her own officers and crew, she had a number of boys and young men belonging to the Royal Naval Academy of Denmark, a portion of the scholars of which take every year a voyage in a ship of war for education in their profession. They wear a naval uniform, and wear short daggers by their side. The Flora excited considerable curiosity during her stay in the river; while both officers and scholars attracted, as they moved through our streets and about our docks, the observation of every passenger. On Wednesday Capt. Paludan, accompanied by several of his officers and all the scholars, visited Manchester. The *Guardian* of Saturday thus notices the visit of the strangers:—"On Wednesday last a somewhat novel procession for an inland town attracted considerable attention in our streets, that of a number of youths attired in a naval uniform of blue faced with red, and some of the boys wearing cocked hats. We understand that they are students in some naval academy in Denmark; and having been on board a Danish ship of war, probably on an experimental cruise, which put into Liverpool the other day, these youths were treated by their superiors with a trip on the railway and a visit to Manchester. They visited the Exchange, the exhibition at the Manchester Mechanics' Institution, some of

the factories, and other places of interest in the town, and, we believe, returned to Liverpool by the last train on the same evening. They were under the care of one or two Danish naval officers." The Flora sailed on Saturday last for Iceland, which, as most of our readers know, is a Danish colony.—*Liverpool Albion*.

**ROYAL GEOGRAPHICAL SOCIETY.—SOUNDINGS AT SEA.**—At the last ordinary meeting of this society a letter was read from Captain James Ross, of her Majesty's ship Erebus, giving an account of some enormous soundings taken by him at sea. One of these, 900 miles west of the island of St. Helena, extended to the depth of 5,000 fathoms, the weight employed amounting to 450lbs. Another made in the latitude of 33 deg. S., and lon 9 deg. W., about 300 miles from the Cape of Good Hope, occupied forty-nine minutes and a half, in which time 2,266 fathoms were sounded. These facts were thought clearly to disprove the common opinion that soundings could not be obtained at very great depths. A letter was next read from Lieutenant Stokes, dated from on board her Majesty's ship the Beagle, on Port Essington, detailing the particulars of the discovery of two new rivers on the N. W. coast of Australia. The one opening from Adam's Bay, was traversed to the distance of seventy miles. It was found to have two branches, and excepting a somewhat tortuous course, did not offer any impediment to navigation; its banks were very fertile, being lined more especially with mangroves and bamboos, the latter the first of the species hitherto seen in Australia. The other river was named after her Majesty Queen Victoria, and extended upwards of 170 miles in a direction S. E. by E. At Point Pearce, on his return to Port Essington, Lieutenant Stokes had been shot at by an Indian with a bow and arrow, but happily the wound was of a trivial nature, and at writing he was nearly convalescent.

**RELICS OF BONAPARTE.**—At Ardgowan there is a most splendid portrait of Napoleon Bonaparte, for which 3,000*l.* has been refused—as also a bottle of wine, undrawn, taken from his carriage at Waterloo, with a cocked hat, perforated by a ball, worn in many of the battles fought by that wonderful man! The portrait of Bonaparte is a most astonishing piece. It was painted by Lefevre, and is noticed as follows:—"This portrait of the Emperor Napoleon, 1813, was painted for his mother, and presented to Sir Michael Shaw Stewart, at Rome, 1816." Near the cocked hat, which is contained in a glass case, there is the following inscription:—"This hat was worn by the Emperor Napoleon during the whole campaign of 1807, in the battles of Eylau and Friedland, and at the treaty of Tilsit. It was struck with a ball at the battle of Friedland, which induced his servant to preserve it, and leave it under the care of his uncle, the keeper of the Palace of Dresden, from whom I got it.—M. S. Stewart." The bottle of wine is contained in a wicker basket. On the side of the bottle, surrounded by a device, there is the letter "N." The wine seems to be champagne, and the bottler must have been careless or in a hurry, as there is a cork amongst the liquor.—*Glasgow Constitutional*.

**THE SWORD OF NAPOLEON.**—"The sword," says the *Courrier Francais*, "which General Bertrand has presented to the King, was laid upon the bed of Napoleon during his last illness, and after his death the English intended to seize and retain it; but the general, with pious fraud, substituted his own for it. Napoleon's sword has engraved upon it, in letters of gold, 'Austerlitz 2 December 1805.' The hilt is of solid gold, simple in form, but inlaid with three antique medals, bearing the effigies of Hannibal, Cesar, and Alexander."—*Galignani*.

**THE AMERICAN FRIGATE CHESAPEAKE.**—The ultimate fate of the above vessel, which, under the command of Commodore Lawrence, who fell in the heat of the action, after a severe conflict of some time, and struck her colours, to the gallant crew of his Britannic Majesty's frigate Shannon, commanded by Capt. Broke, may not probably be generally known. The engagement of the two frigates above named forms a very conspicuous feature in the naval annals of this country, and the old hull of the Chesapeake, which once floated disdainfully upon the waters of the Atlantic, is now completely "shivered" as to her "timbers," which latter, together with other portions of her, have been employed in the construction of a corn mill at the village of Wickham, near Portsmouth. The wood is in good condition, and promises to continue so for some time to come. Many strangers visit Wickham Mill to gratify their curiosity.—*United Service Gazette.*

**THE TRAFALGAR.**—This splendid vessel, of 120 guns, the largest in the Royal navy, will shortly be launched from Woolwich. Her burthen is 3,000 tons, and her construction is different from any other ship. She has a circular stern for fighting guns, but quarter galleries are brought out, so that the ship will still present the original external figure. Last week the vessel was inspected by the Duke of Leeds, Lord A. Fitzclarence, Duke of Beaufort, Lord W. Paget, etc.—*London Herald.*

*From the Boston Mercantile Journal.*

**UNHEALTHINESS OF THE COAST OF AFRICA.**—We learn from the London Athenæum, that a communication was lately made to the London Statistical Society, by Major Tulloch, on the subject of the sickness and mortality in Western Africa, and giving the principal facts contained in a report on the health of the British troops in Western Africa, recently presented to Parliament. It appears from this paper that the principal military stations are three, viz: Gambia, at the mouth of the river of that name, and surrounded by a low marshy country; Sierra Leone, an elevated peninsula, where the soil is dry, and the position well sheltered from marshy regions by high mountains, and the Isles de Loss, consisting merely of a few barren granite rocks, about eight miles from the main land, and almost destitute of water or vegetation. These stations are within the tropics, and the climate is extremely moist; the temperature is rather under than above the average in similar latitudes. But no supposed agency is sufficient to account for the extreme hostility to the European constitution, manifested by the climate all along this coast. And it is justly considered one of the most remarkable phenomena in vital statistics, that a line of coast some thousand miles in extent, exhibiting every possible variety of physical aspect, should, in this respect, present so singular a uniformity. The observations from which the extreme insalubrity of this climate has been demonstrated, extend over healthy as well as unhealthy years: they refer to the civil as well as the military population; to the temperate, equally with the intemperate. With regard to the military during a period of 18 years, from 1819 to 1836 inclusive, out of a mean strength of 1,843 men, 890, or about one-half, died annually; and in 1825 and 1826, nearly three-fourths perished. This frightful loss of life was not confined to the period above referred to only, for during the nine years antecedent to 1819, which were not deemed particularly unhealthy, the death of the white troops averaged one-fourth of the numbers annually; and in 1837, '38, after 6 years of comparative healthiness, fever broke out with similar violence, and proved equally fatal.

Detailed statistics copied from authentic records are given, from all which it appears that the mortality of British troops throughout all the stations in Western Africa, may thus be summed up:—Out of 1,685 white

troops that arrived in the years 1822, 1823, 1824, and 1825, there died from 1823 to 1827, inclusive, 1,298, and 387 were invalided. Of these latter, 17 died on their passage home, and only 33 of the remainder were, on inspection, found fit for further service. This extreme mortality was not confined to the soldiers; the officers suffered also in the following proportion:—209 per thousand died annually; and 197 per thousand returned home invalided. Thus, taking the average of healthy as well as unhealthy years, upwards of a fifth have died, and nearly an equal proportion been invalided annually. The fatal influence of the climate of Western Africa on European constitutions is clearly established for a tract of 2,600 miles along the coast, and the intermediate distances between these stations have been proved equally unhealthy by the experience of our cruisers and merchantmen, who are in the habit of ranging along it. The same insalubrity has been found to extend to the French settlements of Goree and Senegal, 300 miles north of the Gambia. Thus the investigation brings to light the remarkable fact of nearly 3,000 miles, from Senegal to Fernando Po, being so decidedly hostile to European life, and there is reason to believe, from the experience of the French army, that the same unhealthy character is found to extend along the Mediterranean shores of Africa. To determine, then, what are the causes which render so large a portion of this mighty continent the grave of Europeans, seems an inquiry well worthy of the enlightened philosophy of the present day.

We presume there can be no doubt, that the sickness on the coast of Africa proceeds from *malaria*, caused by the vast extent of stagnant waters or marshes, on the coast or in the interior—which being acted upon by the tropical sun, engendered poisonous miasma from vegetable putrefaction. In an article on the subject of malaria, by Dr. W. G. Ramsay, of South Carolina, we find the following valuable remarks, closely connected with this subject:

"Another important law in relation to malaria is, that it is dispersed by the rays of the sun, for which reason the nights and the early morning are the most dangerous times to be exposed to miasmatic districts. The fog or vapor when acted upon by the heat of the sun, is rarified, and, becoming lighter than the surrounding atmosphere, ascends to some considerable height. By this process the sickness on high mountains had been accounted for. Individuals exposed at night to malaria, have intimated this law of nature, by building up large fires, the heat of which has the same chemical effect as that of the sun. The use of fires in dissipating malaria, and rendering it innoxious, has long been known and acted upon. We have the authority of Læncisi, Pliny and Hypocrates, to prove its beneficial effects. Napoleon, whose mind was ever observant and active, tested its efficacy in one of his campaigns in Italy, and succeeded in preserving the health of his soldiers. A very strong case in point is cited on good authority. An individual engaged in cutting wood in Africa, found that his work could not be carried on during the summer months, in consequence of the fever prevailing among the laborers. By way of expedient, he constructed a large number of earthen furnaces in the immediate vicinity, where the laborers were at work, and kept them constantly supplied with fuel, which burned all day. The result was, that before he made this arrangement, he had from 40 to 50 men sick a day, when in a short period they were reduced from 12 to 1."

**ANTARCTIC EXPEDITION.**—On Wednesday afternoon the fast sailing schooner *Eliza Scott*, Captain Mapleton, R. N., sailed down the river on her voyage of discovery to the Antarctic Sea. Her appointments, fitting up, and instruments are upon the most scientific principles. This beautiful schooner follows in the wake of Captain Ross, and Captain D'Urville, of the French marine.



## WASHINGTON CITY. THURSDAY,.... AUGUST 13, 1840.

Our selections of foreign miscellaneous matter, many of which possess much interest, have latterly accumulated on our hands, owing to the pressure of domestic articles and communications which would not so well bear postponement. We have devoted considerable space in the present number to their insertion, and although some of them are old, they will be found interesting. In our next we expect to include nearly all that we have selected up to the present time.

**FLORIDA WAR.**—Much has been said, in speeches on the floor of Congress, and elsewhere, of the enormous expense incurred in transporting wood from New Orleans to Florida, while there was wood in abundance on the spot, which could have been obtained for the mere labor of cutting. The following letter from the Quartermaster General to the Secretary of War places the matter in its true light, and while it absolves the administration from the charge of extravagance imputed to it in this instance, it proves that General JESUP is not afraid to assume responsibility that properly belongs to him.

QUARTER-MASTER GENERAL'S OFFICE,  
Washington city, August 11, 1840.

SIR: In reply to your inquiry whether under your administration of the War Department, or during the Presidency of Mr. VAN BUREN, wood for steamboats has been transported from New Orleans to Florida at twenty dollars a cord, I have the honor to report that, during the period referred to, no fuel has been transported from New Orleans to Florida, at that or at any other rate. A single instance occurred in 1836, during the Presidency of General JACKSON, of a cargo of wood sent from New Orleans to Florida, at a time, and under circumstances, which rendered the measure not only justifiable, but one of paramount duty. The army under General CALL was in the field—its success depended upon supplies, reinforcements, and the means of land transportation, being sent forward promptly; several vessels loaded with subsistence, forage, and other stores, had been wrecked in violent gales on the Gulf of Mexico. The most prompt and energetic measures became necessary to replace the loss, as well as to push forward the troops moving from Alabama. The whole coast east of St. Marks, and south of Suwannee, except a small post on the Withlacoochee, and one at Tampa Bay, was in possession of the enemy. Fuel for the steamboats necessarily employed could be obtained only where military protection could be afforded, and consequently no where but at the posts named. A force could not be spared to cut the quantity of wood required; and for several weeks there were no teams to haul it, had it been cut. Had it been piled on the shore ready for use, there were no adequate means of placing it on board the boats, which, owing to the shallow water on the coasts and in the harbors of Florida, were compelled to anchor at a great distance from land. Until the posts had been reinforced, horses and mules obtained from Mobile and New Orleans, and boats to be used as lighters built by the troops, the delay in obtaining the wood required by two steamboats for a single return voyage would have cost, in the demurrage of the boats alone, more than the highest estimated cost of the wood sent from New Orleans. It was under such circumstances a single cargo was ordered. No administration is accountable

for the measure. I gave the order, and am responsible for it; Major CLARK, a man of the purest character and sternest integrity, and one of the most faithful public servants this or any other country can boast, executed the order. I am willing that the matter shall now be referred to any impartial jury of the country; and if, on investigation, the measure be not found the very best that could, under the circumstances, have been adopted, but also the most economical, I will cheerfully pay the original cost of the wood, as well as of the transportation.

I have the honor to be, sir, most respectfully,

Your obedient servant,

TH. S. JESUP,

Major General and Quartermaster General.

The Hon. J. R. POINSETT,

Secretary of War, Washington city.

### ITEMS.

Major General MACOMB and suite left Washington on Monday afternoon, on a visit to the north. On Tuesday he inspected Capt. S. RINGGOLD's company of light artillery, stationed at Fort McHenry.

Maj. Gen. GAINES and lady arrived at St. Louis on the 29th ult., in the steamboat Gen. Pratte, from New Orleans.

Maj. Gen. SCOTT returned to Buffalo on the 3d inst., from his tour to the posts on the upper lakes.

HENRY C. MCNEILL, aged 13, son of Major Wm. G. McNeill, late of the U. S. Army, was recently drowned in the Connecticut river at Springfield, Mass.

It is stated that Capt. Talcott, formerly of the U. S. Engineers, Professor Renwick, of Columbia College, and Professor Cleveland, of Ohio, have been appointed by the President commissioners for the exploration and survey of the North-eastern Boundary, under the late act of Congress appropriating \$25,000 for the purpose.

The revenue cutter Madison has been ordered to proceed from Portsmouth, N. H., to the Delaware, and Captain Sturgis, of the Hamilton, on the Boston station, has received instructions to include Portsmouth in his limits.

### ARRIVALS AT WASHINGTON.

Aug. 5—Capt. W. A. Thornton, Ordnance,	Fuller's
Capt. J. R. Irwin, A. Q. M.,	do
Capt. M. Burke, 3d arty.,	do
Major J. D. Graham, Top. Engrs., 7 Buildings	do
Major W. M. Graham, 4th infy.,	do
7—Capt. J. B. Grayson, 2d arty., Com. Sub. Fuller's	
8—Lieut. Wm. Wall, 3d arty.,	do
Lieut. S. H. Campbell, Engr. corps,	do

### PASSENGERS.

SAVANNAH, August 3, per steamboat Gen. Clinch, from Black creek, Captain J. Mackay, and Captain J. J. B. Kingsbury, of the army.

NEW YORK, August 7, per brig Madison, from Savannah, Captain J. J. B. Kingsbury, of the army.

From the Portland Argus, July 30.

A CARD.—The undersigned, master of schooner Peruvian, of Orland, in behalf of himself and crew, respectfully takes this method of tendering his thanks to Captain Walden, officers and crew of the U. S. revenue cutter Morris, for the very prompt and efficient aid rendered me in discharging and getting my vessel off Hog island ledge, on which I unfortunately run on the night of the 28th instant.

E. HARRIMAN.

**Domestic Intelligence.****FLORIDA WAR.**

SAVANNAH, August 4.—By the steamboat *Isis*, Capt. Pearson, arrived yesterday from St. John's, we received the Jacksonville Advocate of Tuesday last, whence we extract the following:

JACKSONVILLE, July 28.—On Tuesday the 14th inst. two discharged soldiers left Fort Fanning for Newnansville, and after remaining over night at Fort White, recently abandoned, they left this latter place on Wednesday morning on their journey. After having travelled about six miles eastward, near a place called "Cow Creek," they were killed and scalped by Indians, where their bodies were found by the express rider from the Suwannee. Capt. Ellis, in command of Fort Gilliland, as soon as the intelligence reached him, repaired to the spot with twenty men, and interred the bodies. He found it impossible, however, to trail the Indians, and returned to Newnansville. It is supposed they followed the creek to its mouth, where it empties into the Santa Fe, and there crossed the river, about two miles from the scene of murder.

Signs are also reported near Alligator.

STILL FURTHER.—On Thursday, 16th inst., two dragoons, bearing the express from Pilatka to Fort King, were killed when about nine miles from the latter post. After they fell from their horses they ran about a hundred yards, when the Indians overtook them, and cut and mangled their bodies in a horrid manner, the head only of one being found, and parts of the body of the other.

On Sunday, 19th inst., two men attached to the infantry corps, were passing between Fort Fanning and Fort White, and were killed within about seven miles of the latter place.

On Monday two others belonging to the same corps were killed about 19 miles from Micanopy, being on their way to Fort Fanning.

On the same morning (Monday) the express rider, after having left Micanopy about a mile, saw two Indians standing in the road, but managed to elude discovery until he had passed them so far as to be beyond the reach of their rifles. They discharged, he supposes, about fifteen rifles at him after he had got beyond them. The report of the rifles and yell of the Indians was heard at Micanopy, and on repairing to the spot signs of from 80 to 100 Indians were found.

The steamer *Gen Clinch*, Capt. Brooks, arrived this morning from Black Creek, brings the news that the ten horses taken from the dragoons, near Fort Mellon, (the particulars of which appeared in the Georgian of the 29th,) had been recovered. One of the dragoons was found dreadfully mangled, the others missing. Some of the latter's clothes were found fastened to a tree, but no signs of blood appeared.—*Telegraph*.

The U. S. frigate *Macedonian* was taken into the dry-dock, in Charlestown, yesterday afternoon, at 3 o'clock. She passed in all-standing—guns and all on board, precisely as she came from sea, three days since. This is the first time this has taken place at this dock—although we are informed that the frigate *Columbia* was taken in in the same manner a few years since at Norfolk. There seems to be no sort of difficulty in the operation, and it certainly saves a vast deal of labor and expense.

The bottom of the *Macedonian*, although by no means so foul as some we have seen, is covered all over with small barnacles, which must have retarded her sailing in a very material degree. When the frigate *Constellation* was taken into the dock last year, her bottom was completely covered with pretty good sized oysters; this was after a three years' cruise in the West Indies.

The *Macedonian* has only been out half that time—

she has the very same guns on board she had when taken from the British in 1812, viz. 14 long 18 pounders on her gun deck, and nine 32 carronades, and one long 18 on her quarter deck and fore-castle—total 24 guns.\* Her copper seems to be in excellent order, as we could see no place that was in the slightest degree ragged. She will sail again in the course of a few weeks. On coming out of the dock she will sail for the N. E. coast, and in November return to her cruising in the West Indies.

The *Macedonian* has proved a very dull ship, and by no means reflects credit on the constructor, either for appearance or qualities as a frigate.

The *Levant* has disappointed the officers in her sailing capacity—and is only a fair ship of the wind. She was built in 1837, and much was expected of her.—*Boston Atlas*, August 4.

\*On each side is no doubt meant. The *M.* is rated as a 36-gun frigate, but mounts 46 or 47 guns.—*Ed. A. & N. C.*

NAVAL DESPATCH.—On Tuesday afternoon the U. S. frigate *Macedonian*, which was taken into dock the day before, was again taken out, after remaining in only 24 hours. In the mean time her bottom was thoroughly scraped, and a small place in her copper near her fore foot, which had been slightly injured by grounding on the bar at Pensacola, was properly repaired. This is an instance of promptitude that deserves commendation. Yesterday forenoon, at 11 o'clock, the schooner *Grampus* was docked, for the purpose of undergoing a complete overhaul and repair. It is supposed she will be found very defective, as she has received no material repairs since she was launched 19 years ago. The *Grampus* mounts 10 18-lb. carronades, and 2 long twelves. She makes but a small show in the dock, there being plenty of room for another one just like her astern. She will be despatched with all expedition, as the sloop *John Adams* and frigate *Columbia* are waiting for their turns. The former of these vessels lies near the entrance of the dock, and is entirely dismantled. The latter is nearly so, and lies at the lower wharf.

The frigates *Constellation* and *Macedonian* are now alongside of each other at the upper wharf, affording an excellent opportunity of comparison. They are both of the same rate, apparently of the same size, and mount the same number of guns. The former was built in 1797, and the latter in 1837, or 40 years after. One would suppose that after the thousand experiments in naval architecture that have taken place during that period, some very decided improvement might be pointed out, in favor of the new vessel. Is this the fact? By no means—but precisely the contrary.

There is a beautiful symmetry in the model of the *Constellation*—a certain *je ne sais quoi*—a something that the practised eye of a sailor can at once point out and explain, but which it is difficult for a landsman to describe, that is entirely wanting in the *Macedonian*. The one is beautiful to look at; the other has a clumsy appearance; the one sails and works well; the other is deficient in both these great first attributes of a man-of-war.

There is one fault, grievous fault, somewhere, and the question arises, whose fault is it? We believe it to be the fault of the Navy Board, or the Navy Commissioners, for we don't exactly understand the distinction. They are practical seamen, but not practical builders, and it makes all the difference in the world; and they are too much in the habit of pinning the naval constructor down to their precise dimensions and their precise orders, without allowing him any discretionary power at all.

Now, instead of this, the next vessel they build, be it sloop, frigate, or line-of-battle-ship, let them send their orders, ad libitum, to the naval constructor, tell him to use his own discretion—to do his prettiest and best, and our word for it, they will not be disap-



pointed. This was the case in regard to the six experimental sloops of war, five of which have been recently launched—one of which is the Marion, and a more beautiful vessel, we will venture to say, never floated the ocean. They surely can have confidence in such a man as Josiah Barker, Esq., naval constructor at Charlestown, for he has more experience than all of them put together.—*Boston Atlas*.

Extract from a letter dated

U. S. SHIP VINCENNES, }

Sydney, New South Wales, March 15, 1840. }

My Dear Sir:—I am happy to inform you of our safe arrival at this port, and return from our Antarctic cruise, during which we have encountered more risks and dangers than I have witnessed for the last seven years sea service. We were, however, very fortunate in making a discovery of the Antarctic continent, as will appear by the report of Capt. Wilkes, which I presume will be published. This will probably disappoint many of the croakers, and they will be more disappointed when they see the result of our cruise among the islands.

The scientific gentlemen were left at Sydney in December, and soon after went to New Zealand, to make observations and collections in their various departments, and join us again on our arrival there. My brother was ordered there also, to collect information relative to our whaling interests there.

We have to make an interesting and successful cruise on the northwest coast before this year expires. We shall proceed there in April, via the Sandwich islands, and we expect many letters, the latest being a year old.

We have sent several thousand specimens home by various opportunities, which were well packed, and intended to be kept till we return. It is hoped that it was not necessary to have them opened at the custom houses, as letters were addressed to the Department at the time.

P. S. I have no doubt a sealing expedition would be successful south yet, early in December, January, February and March, owing to the severe weather during the other months. Many whales were also seen. Thus far every thing has been accomplished by the expedition, that its most sanguine friends could have anticipated.—*Washington Globe*.

From the N. Y. Journal of Commerce.

**PALMER'S LAND.**—The discovery of an Antarctic Continent, having its northern shore nearly in a range with the Antarctic circle, will impart a new interest to the discoveries made by Captain Palmer in 1820-21-22, in about the same latitude, as contained in Fanning's Voyages, p. 434 and onward. It will be seen that Capt. Palmer coasted along a new country, now called Palmer's Land, upwards of 15 degrees, viz. from about 64 W. to below 49 West. The circumference of the globe on that latitude, is not above 6,000 miles or so, and about a quarter of that distance has been already ascertained to be land.

**BRIG FREDERICK'S VOYAGE.** The next season after the *Hersilia's* return from the South Shetlands, a fleet of vessels consisting of the brig *Frederick*, Captain Benjamin Pendleton the senior commander; the brig *Hersilia*, Captain James P. Sheffield; schooners *Express*, Captain E. Williams; *Free Gift*, Captain F. Dunbar; and sloop *Hero*, Captain N. B. Palmer, was fitted out at Stonington Connecticut, on a voyage to the South Shetlands. From Captain Pendleton's report, as rendered on their return, it appeared that while the fleet lay at anchor in Yankee Harbor, Deception Island, during the season of 1820 and 21, being on the lookout from an elevated station, on the mountain of the island during a very clear day he had discovered mountains (one a volcanic in operation) in the south; this was what is now known by the name of Palmer's Land; from the statement it

will be perceived how this name came deservedly to be given it, and by which it is now current in the modern charts. To examine this newly discovered land, Captain N. B. Palmer, in the sloop *Hero*, a vessel but little rising forty tons, was despatched; he found it to be an extensive mountainous country, more sterile and dismal if possible, and more heavily loaded with ice and snow, than the South Shetlands; there were sea leopards on its shore, but no fur seals; the main part of the coast was ice bound, although it was in the midsummer of this hemisphere, and landing consequently difficult.

On the *Hero's* return passage to Yankee Harbor she got becalmed in a thick fog between the South Shetlands and the newly discovered Continent, but nearest he former. When this began to clear away, Captain Palmer was surprised to find his little barque between a frigate and sloop of war, and instantly run up the United States flag; the frigate and sloop of war then set the Russian colors. Soon after this a boat was seen pulling from the commodore's ship for the *Hero*, and when alongside, the lieutenant presented an invitation from his commodore for Captain P. to go on board; this of course was accepted. These ships he then found were the two discovery ships sent out by the Emperor Alexander of Russia, on a voyage round the world. To the commodore's interrogatory if he had any knowledge of those islands then in sight, and what they were, Captain P. replied, he was well acquainted with them, and that they were the South Shetlands, at the same time making a tender of his services to pilot the ships into a good harbor at Deception Island, the nearest by, where water and refreshments such as the island afforded could be obtained; he also informing the Russian officers that his vessel belonged to a fleet of five sail, out of Stonington, under command of Captain B. Pendleton, and then at anchor in Yankee Harbor, who would most cheerfully render any assistance in his power. The commodore thanked him kindly, "but previous to our being enveloped in the fog," said he, "we had sight of those islands, and concluded we had made a discovery, but behold, when the fog lifts, to my great surprise, here is an American vessel apparently in as fine order as if it were but yesterday she had left the United States; not only this, but her master is ready to pilot my vessels into port; we must surrender the palm to you Americans," continued he, very flatteringly. His astonishment was yet more increased, when Captain Palmer informed him of the existence of an immense extent of land to the south, whose mountains might be seen from the mast-head when the fog should clear away entirely. Captain Palmer, while on board the frigate, was entertained in the most friendly manner, and the commodore was so forcibly struck with the circumstances of the case, that he named the coast then to the south, Palmer's Land; by this name it is recorded on the recent Russian and English charts and maps which have been published since the return of these ships. The situation of the different vessels may be seen by the plate; they were at the time of the lift of the fog and its going off to the eastward, to the south, and in sight of the Shetland Islands, but nearest to Deception Island. In their immediate neighborhood were many ice islands, some of greater and some of less dimensions, while far off to the south, the icy tops of some two or three of the mountains on Palmer's Land could be faintly seen; the wind at the time was moderate, and both the ships and the little sloop were moving along under full sail.

The following season, in 1821 and '22, Captain Pendleton was again at Yankee Harbor, with the Stonington fleet; he then once more despatched Captain Palmer in the sloop James Monroe, an excellent vessel of upwards of 80 tons, well calculated for such duties, and by her great strength well able to venture in the midst of and wrestle with the ice. Captain Palmer reported, on his return, that after proceeding to

the southward, he met ice fast and firmly attached to the shore of Palmer's Land; he then traced the coast to the eastward, keeping as near the shore as the ice would suffer; at times he was able to come along shore, at other points he could not approach within from one to several miles, owing to the firm ice, although it was in December and January, the middle summer months in this hemisphere. In this way he coasted along this continent upwards of fifteen degrees, viz. from 64 and odd, down below the 49th of west longitude. The coast, as he proceeded to the eastward, became more clear of the ice, so that he was able to trace the shore better; in 61 deg. 41 min. south latitude, a strait was discovered which he named Washington strait; this he entered, and about a league within, came to a fine bay which he named Monroe Bay; at the head of this was a good harbor; here they anchored, calling it Palmer's Harbor. The captain landed on the beach among a number of those beautiful amphibious animals, the spotted, glossy-looking sea leopard, and that rich golden colored, noble bird, the king penguin; making their way through these, the captain and party traversed the coast and country for some distance around, without discovering the least appearance of vegetation, excepting the winter moss. The sea leopards were the only animals found; there were, however, vast numbers of birds, several different species of the penguin, Port Egmont hens, white pigeons, a variety of gulls, and many kinds of oceanic birds; the valleys and gullies were mainly filled with those never dissolved icebergs, their square and perpendicular fronts several hundred feet in height, glistening most splendidly in a variety of colors as the sun shone upon them. The mountains on the coast, as well as those to all appearance in the interior, were generally covered with snow, except when their black peaks were seen here and there peeping out.

**REVIEW.**—Yesterday Major General MACOMB reviewed and inspected the Light Artillery now stationed at Fort McHenry, in presence of nearly five hundred visitors from Baltimore. The review took place on the grounds between the fort and Whetstone Point, and the troop, composed of sixty-nine fine looking mounted men, under the command of Major Ringgold, went through all the evolutions of the Light Artillery or Flying Dragoons with a precision that surprised and pleased the spectators. The Light Artillery drill is novel in this country, and consequently the announcement of the review drew many citizens to the spot to witness it. The troop had four pieces of artillery, which they managed with great alacrity. Gen. Macomb expressed his entire satisfaction at the skill of the troops, the neatness and cleanliness of the quarters, and the condition of the fort, which has within a year or two past undergone a thorough repair under the superintendence of Capt. Thompson.—*Baltimore Clipper, August 12.*

**REVENUE SERVICE.**—Captain Josiah Sturgis, in the revenue cutter Hamilton, of Boston, arrived in our harbor on Tuesday, making his first visit since the receipt of his instructions to include Portsmouth among the ports subject to his supervision. His route has been extended in consequence of the revenue cutter Madison, Captain Caleb Currier, having been ordered from Portsmouth to supply a deficiency existing at the Delaware. The arrangement will probably be only temporary, as one vessel, although commanded by a gentleman combining all the qualifications of Captain Sturgis, can hardly be capable of performing duty on such an extent of seacoast, except in the most favorable season of the year. In the season of storms and disasters, it is impossible for one vessel to perform the requisite duties of protecting the revenue and affording relief.

To the citizens of those ports between which the Madison is destined to cruise, we commend Captain

Currier and his officers as gentlemen who do honor to their situations. The Madison is in fine order and a capital sailer.—*Portsmouth, N. H. Journal, Aug. 8.*

### Original Poetry.

#### STANZAS.

BY MARIA DEL OCCIDENTE.

Isle of eternal spring, thou'rt desolate  
To me!—thy limpid seas, thy fragrant shores,  
Whither I've sighed to come,  
And make a tranquil home,  
Have lost, to me, their charm; my heart deplores,  
Vainly, of two it loved, the unaverted doom.  
Well may I weep you, gentle souls, that while  
On earth, responded to the love of mine  
Thro' eyes of heavenly blue,  
More deeply, fondly true,  
Haply than he who lent his breath divine  
May give, again, on earth, to soothe me with their smile.  
My George, if thou hadst faults, they only were  
That thou wert gifted ill for this poor sphere,  
Where, first, he faints who spares  
Earth's selfish, sordid cares;  
And what might faults to baser eyes appear,  
When ta'en where angels dwell must be bright virtues  
there!

Men toil, betray—nay! even kill—for gold;  
But had some wretch, prest by misfortune sore,  
Asked thy last piece of thee  
To ease his misery,  
When thou could'st only look to heaven for more,  
That last piece had been given and thine own safety sold.

Of, when the noisome streams of pestilence  
Poisoned the air around thee, hast thou stayed  
By friends, while thirsty death  
Lurked near, to quaff their breath,  
And soothed and saved, while others were afraid,  
And harder hearts and hands than thine rushed wildly  
thence.

Oh! could I find thee, in some palm-leaf cot,  
Still for this earth, with thy sweet brother too,  
Tho' scarce our wordly hoard  
Sufficed a frugal board,  
Hope should beguile no more: I'd live for you,  
Disclaim all other love—and sing and bless my lot.

All other love?—what love, for me, was e'er,  
My Edgar, oh! my first born, like to thine?  
Too faithful for thy state  
Thou wert—too passionate—  
Too vehement—devoted—powers benign,  
That thy last pain should pass and I not by to share!

Love speaks, 'tis said, but what entones his voice?  
Avarice—ambition—vanity—or oft,  
Sensations such as wake  
Blind mole and mottled snake;  
Fierce with the cruel, gentle with the soft—  
Promiscuous in their aim, indifferent in their choice.

Haply more often but the common wants  
That man with every mortal creature feels,  
And satisfaction finds  
In mantle as it binds  
His neck when cold; or in those daily meals  
Sufficing all the life that coldness leads or vaunts.

If one he lost, another serves as well;  
Another mantle, or another fair,  
As well may be his own;  
If one die his—alone  
He sighs not long; enter his home, and there  
When past one little year, another fair will dwell.

Or see yon smiling creole—her black hair  
Braided and glittering with one lover's gold,  
Ere the quick flower has grown  
O'er where he sleeps alone;  
Already to some other lover sold  
Or given what both call love, and he's content to share.



Better for those who love this world to be  
Even as such: a pure, pure flame intense,  
Edgar, as thine, consumes  
The cheek its light illumines;  
And he whose heart enshrines such flame must hence,  
And join with it, betimes; its own eternity.

For masculine or feminine gave nought,  
Of fuel, to the hallowed fire that burned  
And urged thee on, of life  
Reckless, amid the strife  
For worldly wealth that better had been spurned:—  
Thy happiness and love, alas! were all I sought!

How could I kneel and kiss the hand of fate,  
Were it but mine to decorate some hall—  
Here, where the soil I tread  
Colors my feet with red,—  
Far down these aisles to hear your voices call,  
Then haste to hear and tell what happened while separate.

Beautiful aisles! beneath the sunset skies  
Tall silver shafted palm trees rise, between  
Full orange trees, that shade  
The living colonnade;  
Alas! how sad, how sickening is the scene,  
That were ye at my side would be a paradise!

Ev'n one of those cool caves, which, light and dry,  
In many a leafy hill-side, near this spot,  
Seem as by nature made,  
For shelter and for shade,  
To such as bear a homeless wanderer's lot,  
Were home enough, for me, could those I mourn be nigh.

Palace or cave, (where, 'neath the blossomed lime,  
Winter lies hid with wreaths,) alike may be  
If love and taste unite  
The dwelling of delight;  
And kings might leave their silken courts to see,  
O'er such wild garnished grot, the grandiflora climb.

Thus, thus, doth quick-eyed fancy fondly wait  
The pauses of my deep remorse between—  
Before my anxious eyes  
'Tis thus her pictures rise;  
They show what is not, yet what might have been—  
Angels, why came I not? why have I come too late?

The cooling beverage—strengthening draft—as craved  
The needs of each, could but these hands have given,  
Could I have watched the glow—  
The pulse too quick—or slow—  
My earnest, fond, reiterate prayers to heaven  
Some angel might have borne, besought, returned, and saved.

To stay was imbecility—nay! more—  
'Twas crime—how yearned my panting heart  
When, by mere words delayed,  
'Gainst the strong wish I stay'd,  
Trifling with that which, truly, spoke to me,  
And longed, and hoped, and feared, till all I feared was o'er!

Mild, pitying George, when maple leaves were red  
O'er Ladauanna,\* in his much-loved north,  
Breathed, here, his last farewell;  
And when the tears that fell,  
From April, call'd Mohecan's† violet's forth,  
Edgar, as following his, thy friendly spirit fled.

Now, side by side, 'neath cross and tablet-white,  
Is laid, sweet brothers, all of you that's left—  
Yet all the tropic dew  
Can damp, would seem not you:  
Your fairer particles from earth are reft,  
Haply, (and so I'll hope) for loveliest forms of light.

Myriads of beings, (for the whole that's known  
In all this world's combined philosophy,)  
The eternal will obeyed,  
To finish what was made,  
When, warm with new-breathed life, new earth and sea  
Returned the smile of Him who blessed them from his throne.

Such beings, haply, hovering round us, now,  
When flesh or flowers in beauty fade or fall;  
Gather each precious tint  
Once seen to gleam and glint,  
With fond economy to gladden all;  
Heaven's hands howe'er profuse, no atom's loss allow.

Yet, brothers, spirits, loiter if ye may  
A little while, and look on all I do—  
Oh! loiter for my sake,  
Ere other tasks ye take,  
Towards all I should do, influence my view,  
Then haste to hear the spheres chime with heaven's fa-

vorite lay.  
Go, hand in hand, to regions new and fair  
In shapes and colors for the scene arrayed;  
With looks as bland and dear  
As charm, by glimpses, here,  
Receive divine commissions, follow—aid  
Those legions formed in heaven for many a guardian care!

Be every sigh, and throb, and painful throe  
Remembered but to heighten the delight  
That crowns the advancing state  
Of souls emancipate;  
Oh! as I think of you, at lonely night,  
Say to my heart ye're blest, and I can bear my woe.

ISLAND OF CUBA, (PARTIDO GUAMACARA,)  
*Cafetal Hermita, May 2, 1840.*

\* Aboriginal name of the river St. Lawrence.  
† Aboriginal name of the Hudson or North river.

### *Law of the United States.*

[PUBLIC—No. 26.]

AN ACT making appropriations for the naval service for the year one thousand eight hundred and forty.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be appropriated, in addition to the unexpended balances of former appropriations, out of any unappropriated money in the Treasury, for the naval service for the year one thousand eight hundred and forty, viz:

For the pay of commissioned, warrant, and petty officers and seamen, \$2,250,000.

For the pay of superintendents, naval constructors, and all the civil establishments of the several yards, \$74,620.

For provisions, \$620,000.

For repairs of vessels in ordinary, and the repairs and wear and tear of vessels in commission, \$1,000,000.

For medicines and surgical instruments, hospital stores, and other expenses on account of the sick, \$75,000.

For improvement and necessary repairs of the navy yard at Portsmouth, New Hampshire, \$20,000.

For improvement and necessary repairs of the navy yard at Charlestown, Massachusetts, \$17,000.

For improvement and necessary repairs of the navy yard at Brooklyn, New York, \$18,000.

For improvement and necessary repairs of the navy yard at Philadelphia, Pennsylvania, \$5,000.

For improvement and necessary repairs of the navy yard at Washington, \$20,000.

For improvement and necessary repairs of the navy yard at Gosport, Virginia, \$17,250.

For improvement and necessary repairs of the navy yard near Pensacola, \$13,000.

*Provided,* That no more of the several appropriations last mentioned for the improvement and repair of the navy yards, shall be expended previous to the fourth day of March next, than shall be found by the Secretary of the Navy, upon inquiries made for the purpose, to be absolutely necessary for the preservation of the works, the security of the public property, and the prosecution of business at the respective yards.

For ordnance and ordnance stores \$65,000.

For defraying the expenses that may accrue for the following purposes, viz. For the freight and transportation of materials and stores of every description; for wharfage and dockage, storage and rent; travelling expenses of officers and transportation of seamen; house rent for pursers, when duly authorized; for funeral expenses; for commissions, clerk hire, office rent, stationery, and fuel to navy agents; for premiums, and incidental expenses of recruiting; for apprehending deserters; for compensation to judges advocate; for per diem allowance to persons attending courts martial and courts of inquiry, or other services authorized by law; for printing and stationery of every description, and for working the lithographic press; for books, maps, charts, mathematical and nautical instruments, chronometers, models and drawings; for the purchase and repair of fire engines and machinery; for the repair of steam engines in navy yards; for the purchase and maintenance of oxen and horses, and for carts, timber-wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage and towing ships of war; for taxes and assessments on public property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel, and for candles and oil for the use of navy yards and shore stations, and for no other object or purpose whatever, \$450,000.

For contingent expenses for objects not herein before enumerated, \$3,000.

For pay of the officers, non-commissioned officers, musicians, and privates, and subsistence of the officers of the marine corps, \$175,050 40.

For provisions for the non-commissioned officers, musicians and privates serving on shore, servants and washerwomen, \$45,054 99.

For clothing, \$43,662 50.

For fuel, \$16,274 12.

For keeping barracks in repair, until new ones shall be erected, and for rent of temporary barracks at New York, \$6,000.

For transportation of officers, non-commissioned officers, musicians, and privates, and expenses of recruiting, \$8,000.

For medicines, hospital stores, surgical instruments, and pay of matron and hospital stewards, \$4,140.

For military stores, pay of armorers, keeping arms in repair, accoutrements and ordnance stores, and flags, drums and files, \$2,300.

For contingent expenses of said corps, viz. for freight, ferriage, toll, wharfage and cartage; for per diem allowance for attending courts martial and courts of inquiry, compensation to judges advocate, house rent where there are no public quarters assigned, per diem allowance to enlisted men on constant labor, expenses of burying deceased marines, printing, stationery, forage, postage on public letters, expenses in pursuit of deserters, candles and oil, straw, barrack furniture, bed sacks, spades, axes, shovels, picks, carpenter's tools, and for the purchase of a horse for the messenger and keeping the same, \$17,980.

For coppering the roof of the hospital building at New York, and for other necessary expenses upon the same, and its dependencies, \$9,500.

For necessary repairs of the hospital building at Norfolk, and its dependencies, \$3,500.

For furnishing hospital number three, at Pensacola, and for building a stable, and other necessary appendages and for current repairs on the other buildings, 8,000.

For the necessary repairs to the asylum, Philadelphia, and its dependencies, \$4,250.

SEC. 2. *And be it further enacted*, That in addition to the sum of \$330,000, which was placed subject to the disposition of the Navy Department by the second section of the act of Congress, making appropriations for the naval service for the year 1833, the further sum of \$340,000 of the amount heretofore appropriated for the gradual improvement of the navy, is hereby directed to be placed subject to the disposition of the department aforesaid, for the purpose of completing the two steam vessels which have been commenced, in case that

amount can be diverted from that appropriation without impairing the ability of the Navy Department to make payments under existing contracts prior to the 4th day of March, 1841; and if that cannot be done consistently with the rights of contractors and the public interests, then so much of the said sum of \$340,000 as can be so diverted to this object, from the appropriation referred to, shall be subject to the disposition of the Secretary of the Navy for this purpose, and the said sum of \$340,000, to be expended in the manner in this section prescribed, shall be in addition to any materials now on hand applicable to the construction of the said steam vessels of war.

SEC. 3. *And be it further enacted*, That all appropriations and all remaining balances of appropriations heretofore made for building, rebuilding, replacing, purchasing, or repairing vessels of war, or other vessels, for the use of the navy, or for the purchase of timber, ordnance, or any other articles for building, arming, equipping, or repairing vessels of the navy, or for the repairs of vessels in ordinary, and repair, wear and tear of vessels in commission, together with any materials which have been, or may be, collected under any of the said appropriations, be, and the same are hereby, transferred to one head of appropriation, to be called "the appropriation for the increase, repair, armament and equipment of the navy, and wear and tear of vessels in commission;" and the amount of said appropriation, and of such other as may be made hereafter for like purposes, and the materials which have been or may be hereafter collected for the same, may be expended and used by the Secretary of the Navy, in building, replacing, arming, repairing, equipping, and employing any vessels which Congress may have authorized, or may hereafter authorize to be built, rebuilt, purchased, or replaced, in such manner as the interest or necessities of the service may require.

SEC. 4. *And be it further enacted*, That it shall be the duty of the Secretary of the Navy to cause to be laid before Congress, annually, as soon after the beginning of each year as practicable, a statement of the amounts expended during the preceding fiscal year for wages of mechanics and laborers employed in building, repairing, or equipping vessels of the navy, or in receiving and securing stores and materials for those purposes, and for the purchase of materials and stores for the same purposes; a statement of the cost or estimated value of the stores on hand, under this appropriation, in the navy yards at the commencement of the next preceding fiscal year; the cost or estimated value of articles received and expended during the year; and the cost or estimated value of the articles belonging to this appropriation which may be on hand in the navy yards at the close of the next preceding fiscal year.

SEC. 5. *And be it further enacted*, That whenever in the opinion of the Secretary of the Navy, it shall be conducive to the public interest to use any article of provisions, materials, or other stores, for a different appropriation from that under which they may have been purchased for the naval service, it shall be lawful for him to authorize such use, and it shall be his duty to certify to the Secretary of the Treasury the value or cost of the articles thus used; and the Secretary of the Treasury is hereby authorized and required to cause the proper officers of the Treasury to transfer the amount of such cost or value upon the books of the Treasury, from the appropriation for which the articles may have been used, to the appropriation from which they may have been or may be taken, so that the actual expenditure under each may be accurately shown.

SEC. 6. *And be it further enacted*, That the following sum, being the unexpended balance of a former appropriation which has been carried to the credit of the surplus fund, be, and the same is hereby, re-appropriated, viz.

For distribution as prize money among the officers and crew of the private armed brig General Armstrong, per act of 30th June, 1834, \$2,975 20.

SEC. 7. *And be it further enacted*, That there be appropriated, from any money in the treasury not otherwise appropriated, for the immediate survey of the coast from Apalachicola Bay to the mouth of the Mississippi



river, for the ascertainment of the practicability of establishing a navy yard and naval station which shall best subserve the protection of the commerce of the Gulf of Mexico, the sum of \$10,000, to be expended under the direction of the Commissioners of the Navy Board.

Sec. 8. *And be it further enacted*, That whenever the President of the United States shall have authorized the transfer of any moneys from any heads of the naval appropriations to other heads of naval appropriations as authorized by the act of Congress approved 30th June, 1834, it shall be the duty of the Secretary of the Treasury, immediately after the naval appropriations for the year shall have been made, to cause all such transfers to be repaid, by re-transfers on the books of the Treasury, so as to preserve for each appropriation the amounts which were granted by Congress.

APPROVED, July 20th, 1840.

## NAVY.

### ORDERS.

- August 3—Purser Thos Gadsden, Charleston station.  
Lieut. H. A. Adams, Naval Asylum, Philadelphia.  
4—Lt. S. P. Lee, detached from W. I. squadron, and leave three months.  
5—Surgeon Wm. F. Patton, detached from Levant, and two months leave.  
6—Lt. J. C. Walsh, survey of stores, navy yard, Washington  
Passed Mid John B. Dale, coast survey under Lieut. Blake  
7. Mid Henry Rodgers, West India squadron.

### Naval Intelligence.

#### U. S. VESSELS OF WAR REPORTED.

WEST INDIA SQUADRON.—Officers attached to the Macedonian:

Commodore W. Branford Shubrick, commanding U. S. naval forces in West Indies and Gulf of Mexico. Staff: A. Sinclair, *flag lieutenant*; I. Hulse, *Surgeon of the fleet*; Thomas Miller, *Commodore's Secretary*. Captain, L. Rousseau; Lieuts S. B. Wilson, F. A. Neville, R. L. Page, acting, C. Steedman, J. W. Cooke; *Act'g Master*, John N. Maffitt; *Purser*, E. T. Dunn; *Lieut. Marines*, R. C. Caldwell; *Passed Midshipmen*, W. Gwathmey, J. A. Doyle; *Assistant Surgeons* S. R. Addison, J. Huntington; *Midshipmen*, Joel Kinnard, J. B. Clitz, J. G. Strain, J. N. Bigeland, J. B. Creighton, H. K. Davenport, S. Marcy, J. C. Febiger, J. Bankhead, H. Ashton, J. L. Nelson, H. K. Stevens, J. Myers, D. Ochiltree, M. Simmons; *Commodore's clerk*, W. Cooper; *Captain's clerk*, Wm Cruzat; *Boatswain*, John Shannon; *Gunner*, Geo. Benthall, *Sailmaker*, Wm. Ryan; *Carpenter*, Daniel Caswell.

Officers attached to the Levant: *Commander*, Jos. Smoot, Esq.; *Lieuts* L. Pennington, John C. Sharpe, J. R. Tucker, G. H. Scott; *Surgeon*, Wm F. Patton; *Acting Master*, L. B. Avery; *Purser*, B. F. Hart; *Ass't Surgeon*, R. B. Banister; *Prof. of Mathematics*, John H. C. Coffin; *Passed Midshipman*, W. A. Wayne; *Midshipmen*, G. H. Preble, J. C. Howell, Ed. T. Nichols, F. A. Parker, Jr., Wm. A. Webb, A. Bryson, L. H. Law, C. Bertody, R. M. Cuyler, B. L. Henderson; *Captain's clerk*, T. H. Stoneall; *Boatswain*, Joshua Bryant; *Gunner*, H. Wilton; *Carpenter*, F. M. Cecil; *Sailmaker*, Geo. Parker; *Acting Master's Mate*, E. B. Scott; *superannuated*, S. S. Lee, Lieut.—*Boston Mercantile Journal*.

MEDITERRANEAN SQUADRON.—Ship Cyane, Commander Latimer, arrived at Smyrna, June 26.

Frigate Brandywine, Capt. Bolton, at Cadiz, about the 10th July, to sail next day for Gibraltar.

### MARRIAGE.

At Newport, Ky., on the 30th ult., by the Rev. Dr. WILSON, of Cincinnati, Mr. C. H. BLANCHARD, of Louisiana, to Miss ELLEN EVANS, only daughter of the late Capt. D. S. DEXTER, of the U. S. navy.

#### NAVY BEEF AND PORK, FOR 1841.

NAVY COMMISSIONERS' OFFICE, July 24, 1840.

SEALED OFFERS, endorsed "Offers for Beef" or "Offers for Pork," as the case may be, will be received at this office until 3 o'clock, P. M. of the 31st day of August next, for furnishing and delivering, free of all cost and charge to the United States, two thousand six hundred barrels (2,600 bbls.) of Navy Beef, and two thousand one hundred barrels (2,100 bbls.) of Navy Pork, each barrel to contain two hundred pounds nett weight of beef or pork.

Seven hundred barrels (700 bbls.) of the Pork to be delivered at the Navy Yard, Charlestown, Massachusetts.

Two thousand barrels (2,000 bbls.) of the Beef, and nine hundred barrels (900 bbls.) of the Pork, to be delivered at the Navy Yard, Brooklyn, New York.

And six hundred barrels (600 bbls.) of the Beef, and five hundred barrels (500 bbls.) of the Pork, to be delivered at the Navy Yard, Gosport, Virginia.

All of the said Beef and Pork to be delivered between the 15th March and the 25th May, 1841, unless earlier deliveries should be authorized by the Navy Commissioners.

The beef must be packed from well-fattened cattle, weighing not less than five hundred pounds nett weight each. The legs and leg rands of the hind quarters, and the shins and shoulder clods, and at least eight pounds from the neck end of each fore-quarter, or the parts marked Nos. 1, 2 and 3, on the drawing or delineation of the fore and hind quarters of an ox, which will be attached to and form a part of the contract, must be wholly excluded from each barrel, and the remainder of the carcass must be cut in pieces of not less than eight pounds each.

The Pork must be packed from corn-fed well-fattened hogs, weighing not less than two hundred pounds each, excluding the heads, joles, necks, shoulders, hams, legs, feet, and lard—and all refuse pieces—and must be cut in pieces weighing not less than six pounds each.

Both the Beef and Pork must be slaughtered between the 1st November next and the periods of delivery, and must be salted with at least one bushel of coarse Turk's Island, Isle of May, or St. Ubes salt, and with five ounces of pure pulverized saltpetre to each barrel, exclusive of a pickle, to be made from fresh water, as strong as salt can make it.

The barrels to be made of the best seasoned heart of white oak or white ash staves and heading, not less than three-fourths of an inch thick; to be hooped at least three-fourths over with the best white oak or hickory hoops, except the cross hoop, which must be of iron, at least one inch wide, and not less than the denomination No. 17; all at the expense of the respective contractors. Each barrel must be branded on its head "Navy Beef," or "Navy Pork," as the case may be, with contractor's name, and the year when packed.

The Beef and the Pork will be inspected by the inspecting officers at the respective Navy Yards aforesaid, and by some "sworn inspectors of all provisions," who will be selected by the respective commanding officers; but their charges for such inspection must be paid by the respective contractors, who must likewise have the barrels put in good shipping order, to the satisfaction of the commandants of the respective Navy Yards aforesaid, after the inspections, and at their own expense.

Bidders must specify their prices separately and distinctly, in separate offers for the Beef and for the Pork, and for each of the places of delivery, covering all expenses and charges.

Letters from persons binding themselves to become sureties, if the offers are accepted, and other letters from some navy agent, commandant at a navy yard, or other person well known to the Department, must accompany the offers of each person, and state the belief of the writer that the person offering to contract is practically acquainted by experience with the best mode of curing and packing beef and pork, and has the ability to perform his contract in a satisfactory manner, and that his sureties have also the ability, in case of failure on the part of the contractor, to pay the amount of their bonds.

The Board of Navy Commissioners reserve to themselves the right to reject all offers from persons who have heretofore failed to fulfil their contracts, or who do not forward satisfactory letters showing their ability, and the ability of their sureties, to complete the contracts.

Bonds in one-third the amount of the respective contracts will be required, and ten per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of their respective contracts, which will, on no account, be paid until the contracts are complied with in all respects—and is to be forfeited to the use and benefit of the United States in the event of failures to complete the deliveries within the prescribed periods. And in case of failure on the part of the contractors to deliver the aforesaid beef and pork within the times specified, the Navy Commissioners to have the right to direct purchases to be made to supply the deficiencies, and any excess of cost to be charged to, and paid by, the contractors. Payment will be made by the United States (excepting the ten per centum to be withheld until the completion of the contracts as before stated) within thirty days after the said beef and pork shall have been inspected and received, and bills for the same shall be presented to the navy agents, respectively, duly approved by the commandants of the respective navy yards, according to the terms of the contracts.

The parts of the beef to be excluded from the barrel will be particularly designated in the engravings to be attached to the contracts. Persons interested can obtain them on application at this office.

July 30—14

OFFICE OF COMMISSARY GENERAL OF SUBSISTENCE,  
Washington, July 1st, 1840.

SEPARATE proposals will be received at this office until the first day of October next, for the delivery of provisions in bulk for the use of the troops of the United States, upon inspection, as follows:

*At New Orleans.*

- 100 barrels of Pork
- 200 barrels of fresh superfine Flour
- 90 bushels of new white field Beans
- 1,500 pounds of good hard Soap
- 40 bushels of good clean dry Salt

*At the public landing, six miles from Fort Towson mouth of the Chienmichi.*

- 400 barrels of Pork
- 800 barrels of fresh superfine Flour
- 360 bushels of new white field Beans
- 6,000 pounds of good hard Soap
- 160 bushels of good clean dry Salt

The whole to be delivered in all the month of April, 1841, and to leave Natchitoches by the 20th February, 1841.

*At Fort Smith, Arkansas.*

- 1,000 barrels of Pork
- 2,000 barrels of fresh superfine Flour
- 900 bushels of new white field Beans
- 15,000 pounds of good hard Soap
- 400 bushels of good clean dry Salt

The whole to be delivered in all the month of May, 1841.

*At St. Louis, or Jefferson Barracks, Missouri.*

- 500 barrels of Pork
- 1,000 barrels of fresh superfine Flour
- 450 bushels of new white field Beans
- 7,500 pounds of good hard Soap
- 200 bushels of good clean dry Salt

*At Fort Crawford, Prairie du Chien, Mississippi river.*

- 200 barrels of Pork
- 400 barrels of fresh superfine Flour
- 180 bushels of new white field Beans
- 3,000 pounds of good hard Soap
- 2,000 pounds of good hard tallow Candles
- 80 bushels of good clean dry Salt

The whole to be delivered by the 1st of June, 1841.

*At Fort Snelling, St. Peters.*

- 400 barrels of Pork
- 800 barrels of fresh superfine Flour
- 360 bushels of new white field Beans
- 6,000 pounds of good hard Soap
- 1,000 pounds of good hard tallow Candles
- 160 bushels of good clean dry Salt

The whole to be delivered by the 15th of June, 1841.

*At Fort Winnebago, on Fox river, at the portage of Fox and Wisconsin rivers.*

- 300 barrels of Pork
- 600 barrels of fresh superfine Flour
- 270 bushels of new white field Beans
- 4,500 pounds of good hard Soap
- 3,000 pounds of good hard tallow Candles
- 120 bushels of good clean dry Salt

The whole to be delivered by the first of June, 1841.

*At Fort Howard, Green Bay*

- 200 barrels of Pork
- 400 barrels of fresh superfine Flour
- 180 bushels of new white field Beans
- 3,000 pounds of good hard Soap
- 2,000 pounds of good hard tallow Candles
- 80 bushels of good clean dry Salt

The whole to be delivered by the first of June, 1841.

*At Fort Brady, Sault de Ste. Marie.*

- 100 barrels of Pork
- 200 barrels of fresh superfine Flour
- 90 bushels of new white field Beans
- 1,500 pounds of good hard Soap
- 1,000 pounds of good hard tallow Candles
- 40 bushels of good clean dry Salt

The whole to be delivered by the first of June, 1841.

*At Hancock Barracks, Houlton, Maine.*

- 400 barrels of Pork
- 800 barrels of fresh superfine flour
- 360 bushels of new white field Beans
- 6,000 pounds of good hard Soap
- 4,000 pounds of good hard tallow Candles
- 160 bushels of good clean dry Salt

The whole to be delivered in December, 1840, and January and February, 1841.

*At New York.*

- 400 barrels of Pork
- 800 barrels of fresh superfine Flour
- 360 bushels of new white field Beans
- 6,000 pounds of good hard Soap
- 160 bushels of good clean dry Salt

*At Baltimore.*

- 200 barrels of Pork
- 400 barrels of fresh superfine Flour
- 180 bushels of new white field Beans
- 3,000 pounds of good hard Soap
- 80 bushels of good clean dry Salt

NOTE.—All bidders are requested to extend the amount of their bids for each article, and exhibit the total amount of each bid.

The periods and quantities of each delivery at those posts where they are not specified, will be one-fourth 1st June, 1st September, 1st December, 1841, and 1st March, 1842.

The hogs of which the pork is packed, to be fattened on corn, and each hog to weigh not less than two hundred pounds, and consist of one hog to each barrel, excluding the feet, legs, ears and snout. Side pieces may be substituted for the hams. The Pork is to be first salted with Turks Island salt, and then carefully packed with the same article, in pieces not exceeding ten pounds each. When the packing has been completed, the contractor must furnish to this office a certificate from the packer, that the Pork has been so salted and packed. The Pork to be contained in seasoned heart of white oak or white ash barrels, full hooped; the Beans in water-tight barrels, and the Soap and Candles in strong boxes of convenient size for transportation. Salt will only be received by measurement of thirty-two quarts to the bushel. The Candles to have cotton wicks. The provisions for Prairie du Chien and St. Peters, must pass St. Louis for their ultimate destination, by the 15th of April, 1841. A failure in this particular will be considered a breach of contract, and the Department will be authorized to purchase to supply these posts.

The provisions will be inspected at the time and place of delivery, and all expenses to be paid by contractors until they are deposited at such store-houses as may be designated by the agents of the Department.

The Commissary General reserves the privilege of increasing or diminishing the quantities, or of dispensing with one or more articles, at any time before entering into contract, and also of increasing or reducing the quantities of each delivery one-third, subsequent to contract, on giving sixty days previous notice.

Bidders, not heretofore contractors, are required to accompany their proposals with evidence of their ability, together with the names of their sureties, whose responsibility must be certified by the District Attorney, or by some person well known to the Government, otherwise their proposals will not be acted on.

Advances cannot be made in any case; and evidence of inspection and full delivery will be required at this office before requisition will be made upon the Treasury for payment, which will be effected in such public money as may be convenient to the points of delivery, the places of purchase, or the residence of the contractors.

No drafts on this office will be accepted or paid under any circumstances.

Each proposal will be sealed in a separate envelope, and marked "Proposals for furnishing Army Subsistence."

GEO. GIBSON, C. G. S.

July 9—t Sept. 20

MILITARY AND NAVAL ORNAMENTS.

B. DELAPIERRE, Importer and Manufacturer of Military and Naval Ornaments, and embroiderer in gold and silver, 90 Fulton street, New York, begs leave to tender his services to the Officers of the Army and Navy, in the line of his profession. Epaulettes, and other ornaments, are there to be had of the best kind, and most substantial workmanship.

B. D. has imported from the most celebrated military clothing establishments in London, a small lot of the identical blue Silk Velvet, used in the British service for the corps of Topographical Engineers, a sample of which is deposited in the clothing-bureau at Washington; and has been approved of by the chief of the corps. May 21—tf

SEMAPHORIC TELEGRAPH.

Just received, and for sale at the office of the Army and Navy Chronicle,

JOHN R. PARKER'S SEMAPHORIC TELEGRAPH SIGNAL BOOK and UNITED STATES TELEGRAPH VOCABULARY, in Three Parts; containing,

The Marine Telegraph and Holyhead systems of conversation, adapted to the use of the Semaphoric Telegraph, embracing 30,000 words, phrases and sentences, numerically arranged for conversation between vessels at sea, as well as communications on shore;

The Marine Telegraph Register, of 2,000 vessels which have adopted the Semaphoric system of communication with the Marine Telegraph flags.

Sets of flags, with a designating number and Signal Book, supplied by  
June 1—6m

B. HOMAN'S,

Agent for the Proprietor.

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully inform the officers of the army and navy, that he is now enabled to furnish to the different corps their uniform complete, all made of the best materials, and forwarded with despatch.

To prevent errors, the Legislature of New York has authorized him to change his name to JOHN S. FRASER; therefore all letters hereafter will be addressed to  
March 5—tf JOHN S. FRASER,  
168 Pearl street, New York.

OFFICIAL NAVAL REGISTER, FOR 1840.—A few copies for sale at this office. Ap. 2